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WASHINGTON.

THE NATIONAL BANKS.

STATEMENT SHOWING THE CONDITION OF ALL THE BANKS ON JUNE 26—A MORE FAVORABLE EXHIBIT THAN IN 1873—THE EFFECT OF THE NEW RESERVE LAW NOT YET APPARENT.

(BY TELEGRAPH TO THE TRIBUNE.)

WASHINGTON, July 31.—The Controller of the Currency has just completed an abstract, exhibiting the condition of the National banks on the 26th of June last, which comprises the first returns made by the banks since the passage of the act of June 20, when the reserve laws were materially changed. The statement shows that, under the head of liabilities, the amount of individual deposits of all the National banks at that date was \$22,823,000; the amount due to banks, \$143,033,000; amount of circulation, \$38,538,000. Under the head of resources, the amount due from banks was \$157,111,000; from reserve agents, \$150,888,000. The corresponding items at the same date last year were: Individual deposits, \$20,121,000; amount due to banks, \$178,597,000; circulation, \$33,788,000; and under the head of resources, specie, \$27,990,000; legal tenders, \$128,656,000; due from banks, \$154,545,000; from reserve agent, \$97,143,000. The capital of the banks in June, 1874, was \$101,000,000; loans, \$222,000,000. In June, 1873, their capital was \$100,000,000; loans, \$222,000,000.

The statement shows that, while the individual deposits have fallen off about \$20,000,000 since last year, the amount due to banks has increased about \$17,000,000, while the amount of specie and legal-tender notes has increased more than \$17,000,000; the statement at the present time being therefore stronger than in June, 1873. The number of banks deficient in reserve under the deficiency, \$70,400,000, and the total amount of the deficiency, \$70,400,000, of which was a deficiency in four banks in redemption cities. It is impossible to give a comparative statement of the excess of reserve held by banks over the amount required by the new act until the reserve held in redemption cities and in the country banks can be separated. The reports of the banks from the present statement have been compiled having been made a few days after the passage of the act, gives but little information in reference to its operation upon the reserves of the banks, but it is expected that the next statement will give interesting statistics upon this point.

THE LEGALITY OF THE DISTRICT IMPROVEMENT CERTIFICATES.

A TEST CASE BROUGHT BEFORE JUSTICE WYLLIE—THE DEFENDANT INVOLVED—A LARGE PART OF THE SPECIAL CERTIFICATES HYPOTHECATED IN NEW YORK.

(FROM A REGULAR CORRESPONDENT OF THE TRIBUNE.)

WASHINGTON, July 31.—The first real test of the legality of the special improvement certificates of this District was made before Justice Wyllie in Special Term, on Tuesday, July 28. The point was made in a chancery case in which the sale of a lot in the northern part of this city was reported at \$1,800, with an agreement that the money should not be paid until all liens were first paid off; several alleged liens, costs of suit, taxes, &c., were presented for approval. The Court directed the payment of the general taxes and the judgment liens, but refused to allow a special tax certificate of seven hundred dollars for improvements, now held by a New York bank, without further advisement, and directed that the claim under the certificate be referred to the auditor to report whether such certificates constitute a lien on the real estate upon which they are issued. Whatever the ruling of the auditors may be in this case, exceptions will be taken, and the question comes up for argument before the court. Should the auditors decide that the assessments for which their certificates were issued were legal, the point for the courts to determine will be whether they are embraced within the limit of the ten million debt authorized by the organic act, and unless this can be clearly established it is the opinion of some of the ablest lawyers of the District that the courts will pronounce this class of certificates as illegal and in direct violation not only of the organic act but subsequent acts of Congress. The effect of such a decision will be to transfer the responsibility for one-half of the present debt of the District from its property to the individual members of the Board of Public Works, and unless Congress assumes this excess of indebtedness, there is no telling the amount of litigation in store. Nearly all of their special tax certificates were hypothecated in New York, and are now held there; and this case being a test one, its solution by the auditors and courts is looked for with considerable interest.

CURRENT TOPICS AT THE CAPITAL.

A CALL FOR TWENTY-FIVE MILLIONS OF FIVE TWENTY BONDS FOR REDEMPTION.

(WASHINGTON, Friday, July 31, 1874.)

The following will be issued from the Treasury tomorrow:

By virtue of the authority given by the act of Congress, approved July 14, 1873, entitled "An act to authorize the refunding of the National debt," I hereby give notice that the principal and accrued interest of the United States bonds, known as "Five-twenty bonds," will be paid at the Treasury of the United States, in the City of Washington, on and after the 1st day of August, 1874, interest on said bonds will cease on that day—that is to say:

Coupon bonds known as No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

POSTMASTERS' COMMISSIONS SIGNED BY THE PRESIDENT.

The President has signed the commissions of the following Postmasters:

Mrs. Betsy Arrow, New London, Conn.; Thos. Knell, Westfield, Mass.; Lewis J. Latham, Greenfield, Mass.; Hiram O. Paine, Fremont, Neb.; Peter O. Johns, Uniontown, Penn.; Wm. Marshall, Plattsmouth, Neb.; Jas. E. Smith, Akron, Ohio; Henry P. Strong, Detroit, Wis.; Wm. H. Merrill, Warsaw, N. Y.; Hiram S. Towne, Ripon, Wis.; Thomas H. Thompson, Oxford, Penn.; Thomas N. Brown, Erie, Pa.; Robert C. Chamberlain, Ashland, N. Y.; O. H. Sheldon, Burlington, Kansas; Wm. J. Northampton, Mass.; W. R. Griffiths, Fredericktown, Va.; Calvin P. Tarr, Williamsport, Mass.; Joseph H. Hood, Danvers, Mass.; W. R. Bonington, Canton, N. Y.; John H. Brookfield, Waukegan, Wis.; John H. Brookfield, Waukegan, Wis.; George N. Blinham, Rockville, Conn.; Henry H. Jaggard, Hudson, Wis.; John Mitchell, Addison, N. Y.; Charles R. Brayton, Providence, R. I.; Andrew Whitney, Nantucket, Mass.; G. F. Cunningham, Central Falls, R. I.; G. J. Lange, Greenacres, Ind.; Jonathan Jessup, York, Penn.; John W. Drennon, Demopolis, Ala.

RAILROAD LAND GRANT DECISION.

In reply to an interrogatory by the Secretary of the Treasury, the Acting Attorney-General has decided that a railroad existing, in contemplation or unfinished, is defined and identified by its track and termini. A substantial change of terminus destroys the identity, as is shown in numerous cases where such change has been successfully resisted by subscribers to the original undertaking. If, therefore, a land grant has been made to a company to aid in constructing, in whole or in part, a road between certain termini, upon completion of a certain amount of such road, the condition lies between the termini mentioned, no more or less. Any subsequent change of termini will not affect the original application of this condition.

THE PROGRESS OF REDEMPTION.

The Treasurer has now had about \$10,000,000 of National bank notes sent him for redemption, which are now

being assorted, and it is expected that nearly the whole amount will be delivered to the Controller of the Currency, the delivery to begin early next week. The currency, after being counted in the office of the Controller of the Currency, will then be destroyed and very nearly the whole amount again to be issued in new circulation, thus involving the constant issue of twice the amount of notes received from the Treasury's office.

WASHINGTON NOTES.

WASHINGTON, Friday, July 31, 1874.

The Secretary of the Treasury has decided that all lines of steamers plying between the United Provinces and places in the United States on the Atlantic coast must conduct their business in all respects as other foreign coast vessels are required to do. This decision will affect the business of the American line, which heretofore carried on the business in an irregular manner, and thus enjoyed privileges not countenanced by law.

The bids for supplying beef, flour, coffee, and sugar for the Indians of Arizona and New Mexico were opened at the Interior Department to-day. There were 21 parties bidding. The offers ranged from 20 to 45 cents for beef; flour, 10 to 15 cents per hundred pounds; coffee, 25 to 40 cents; and sugar, 15 to 40 cents. Secretary Gowan and Commissioner Smith have the bids under consideration. The award will be made in a few days.

The Postal Convention of France goes into effect to-morrow, Aug. 1. The postage on letters to France will be nine cents per half ounce.

THE POSTAL CAR CONTROVERSY.

PROBABILITY THAT PRESIDENT HINCKLEY WILL WITHDRAW THE CARS, AS THREATENED—THE POST-OFFICE DEPARTMENT PREPARED FOR THE EMERGENCY.

(BY TELEGRAPH TO THE TRIBUNE.)

WASHINGTON, July 31.—Up to the hour of closing the Post-Office Department to-day nothing of a definite character had been determined with reference to the settlement of the postal car controversy. To-morrow is the day fixed by the President of the Philadelphia, Wilmington and Baltimore Railroad for the withdrawal of the postal cars on that road, unless the Department consents to pay increased compensation for that service; but this the Department cannot agree to, for the reason that it is now paying all that the law allows. He telegraphed to the Postmaster-General to-day, saying that the mail contractor on the Gray's Ferry road, which connects Manassas and the ferry, wanted to know what he should do with the mail bound south, which arrives at Gray's Ferry to-morrow, and that the said contractor was willing to contract for delivering mails in Baltimore. He also asked how much would be paid the contractor for this service. This is regarded at the Department as an evidence of his intention to withdraw the cars to-morrow.

Mr. Bangs, Superintendent of the Railway Postal Service, left Washington to-night for Philadelphia in order to be convenient to the scene of action in case President Hinkley carries his threat into execution and takes the postal cars off the road. Mr. Bangs' plan of action is as follows: In case the cars are removed he has authority to enter into a four years' contract with the Pennsylvania Company for carrying the mail over their road in postal cars, via Lancaster, Penn., to New York, thus ignoring the Philadelphia, Wilmington and Baltimore road altogether, leaving that Company and the people of Delaware to settle the annoyance created thereby as best they can. The route over the Pennsylvania road via Lancaster, will be about 27 miles longer than the present route, and will be about an hour later. Mr. Bangs says, in the event the Philadelphia, Wilmington and Baltimore road consents to allow the postal cars to remain on their road, with a previous notice to the Postmaster-General that they will expect increased compensation over the present rates allowed them, that the Department will continue to use the cars and let the Company take such course as it may see fit for the recovery of additional money.

MR. HINCKLEY FIRM.

THE PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD COMPANY INSIST ON THEIR TERMS—A DELAY OF TWELVE HOURS BETWEEN NEW-YORK AND WASHINGTON THREATENED.

(FROM A REGULAR CORRESPONDENT OF THE TRIBUNE.)

PHILADELPHIA, July 31.—The postal car controversy is still unsettled. President Hinkley maintains firmly the position he has taken in his correspondence with the Department, and Acting Postmaster-General Marshall has shown no disposition to yield further than to request, through the Postmaster in this city, that Hinkley will consider Monday the 1st of the month instead of Saturday and not act upon his ultimatum until then. Mr. Hinkley stated to-day that not the least embarrassment or delay in the transmission of the mails need occur if the Department is disposed to prevent it. If the law forbids the admission of increased compensation to the Philadelphia, Wilmington and Baltimore road, he will not yield an inch of ground on the Acting Postmaster-General's claims, and he will, he said, prevent the making of a contract with outside party to carry the mails over that road at any rate that may be agreed upon. Proposals have already gone forward from several persons who offer to perform the service for less compensation than is now paid to other roads. An agent of Adams Express Company offered to-day to carry the mail between Baltimore and Philadelphia in postal cars, exactly as it is now carried, for a less price proportionately than is paid the Pennsylvania Railroad for its mail service. Another proposition has been made by the contractor on the Junction road, a line of road four miles long connecting the Philadelphia, Wilmington and Baltimore Railroad with the road from New York to New York. President Hinkley dwells upon the fact that this contractor now stands between a railroad company and the Post-Office Department in exactly the attitude which he proposes shall be occupied by a contractor for the mail service on his road as a settlement of the existing difficulty. In 1867 the Junction Company refused to carry the mail on the terms fixed by the Department, whereupon the Department made a contract with an outside party at rates three times as high as are paid the Philadelphia, Wilmington and Baltimore Company, and this contractor made his own bargain with the Junction Company. Extreme measures, or rather the extreme measure, will not be resorted to by Mr. Hinkley to force the Department to deal justly by him. He says he will not take the postal cars off the road. If the Department continue to send mail and messengers upon their terms after Sunday night, he will hold that his terms have been accepted. In the course of two or three days thereafter he will ask the Acting Postmaster-General whether he feels bound to pay the increased compensation. If he says yes, all will be right; if no, then Mr. Hinkley's course will be to do his duty under the strict letter of the law, as construed by the Department, but to grant no favors to the Government as long as it refuses to deal fairly by his Company. He will continue to run the postal cars belonging to his Company, but will not permit them to be run a rod further than his road extends. They will be stopped at the termini in Philadelphia and Baltimore, and the mails will have to be transferred to other cars on the connecting roads, which will cause a delay of at least twelve hours between Washington and New York. Hinkley, he will not allow postal cars belonging to the Pennsylvania Company, or the roads connecting with his line at Baltimore, to pass over his road unless the compensation existing then will pay his prices, which of course they will not, as the Department would not reimburse them. The delays that will occur in consequence, Mr. Hinkley insists, will be wholly the fault of the Government. He offers to transport the postal cars without delay at rates less than paid other roads. The Post-Office Department says it is deterred by law from acceding to his terms. Through outside parties to whom the Department does not pretend it cannot pay what it pleases come in and offer the same terms. If the authorities refuse to accept either offer Mr. Hinkley thinks the public will know where to place the blame.

THE TROUBLE IN MISSISSIPPI.

GOV. AMES ASKS THE PRESIDENT TO SEND TROOPS TO VICKSBURG TO PRESERVE THE PEACE—A STATEMENT OF THE FACTS IN THE CONTROVERSY SUBMITTED—THE PRESIDENT DECLINES TO FORWARD TROOPS EXCEPT UNDER A CONSTITUTIONAL CALL.

WASHINGTON, July 31.—The following is the telegram of Gov. Ames of Mississippi to the President in relation to the Vicksburg trouble:

JACKSON, Miss., July 29, 1874.

President U. S. Grant, Washington, D. C.

I regret to inform you that I find upon returning here that a gloomy condition of affairs exists at Vicksburg. Infantry and cavalry organizations exist, and it is reported that a number of pieces of artillery have been sent to that city, and these bodies, organized and armed without authority and in violation of law, assume to be guardians of the peace. This is a political controversy. On one side the Democrats, represented by the whites, claim that they fear frauds on the part of their opponents. The Republicans, consisting mainly of blacks, claim that they fear frauds and also violence on the part of the Democrats. At one time a collision and bloodshed was feared by all—now by the Republicans and by the Democrats. It is believed, only because they have become masters of the situation. It is they, also, who oppose the presence of troops at this time.

Of the causes of this lamentable state of affairs it is now useless to speak. I only seek peace and protection for all. Can there be any serious objection why troops should not be sent there? No harm can result, for troops are in many of our cities; at this moment in two of the cities of this State. Their presence may be great good; it may save many lives; even one would more than compensate for the harm which, if any, I do not see to result from such presence. Will it not be the least of evils to have troops there for any emergency?

ALBIELETT AMES, Governor of Mississippi.

The following reply was sent to Gov. Ames to-day:

WASHINGTON, July 31, 1874.

The Hon. A. AMES, Jackson, Miss.

The contents of your dispatch have been submitted to the President. He declines to move the troops, except under a call made strictly in accordance with the terms of the Constitution.

W. W. FRIELAND, Secretary of War.

THE PLYMOUTH WARFARE.

A CRISIS NOT YET REACHED.

THE COMMITTEE INSIST THAT MR. MOULTON MUST PRECEDE MR. BEECHER—PROTRACTED EXAMINATION OF MRS. TILTON—STATEMENTS OF PRESIDENT PORTER, DR. BACON, AND OLIVER JOHNSON.

Neither Mr. Beecher nor Mr. Moulton has yet appeared before the Investigating Committee. The Committee affirm that the letters must be produced and compared with the extracts in Mr. Tilton's statement before Mr. Beecher can be asked to explain them; and that their requests for the originals of the letters receive no notice. Mr. Sherman thinks that Mr. Moulton's testimony will not injure Mr. Beecher. The examination of Mrs. Tilton last night occupied several hours. Oliver Johnson has contradicted two of F. B. Carpenter's statements, and expressed doubts as to Mr. Tilton's veracity. Dr. Porter says that his faith in Mr. Beecher remains unshaken. Dr. Bacon denounces Mr. Moulton for keeping silent, and censures both Mr. Tilton and Mr. Beecher.

THE COMMITTEE'S GROUND FOR DELAY.

AS HARK REJOINDER TO THEIR CRITICS—MR. BEECHER CANNOT BE EXPECTED TO EXPLAIN LETTERS WHICH HAVE NOT BEEN PRODUCED, AND EXTRACTS FROM WHICH HAVE BEEN QUOTED FROM SHORT-HAND NOTES.

The friends of Mr. Beecher expressed much displeasure yesterday with the position of the press toward the Examining Committee and the case before them. Said one of these gentlemen: "The Committee cannot be directed or influenced in this matter by any external excitement or by public sentiment. They are well aware that when Mr. Beecher speaks he must speak conclusively, and leave no opening by which his enemies can again enter to attack him. Everybody familiar with the affair knows well enough that he could not satisfy the public demand or remove the suspicions against him by his public denial. Everybody knows now, as well, that to answer a portion of the charges and leave some of the letters unexplained would be fatal to him. But how can he speak of letters of which only extracts have been printed, and of extracts from imperfect short-hand transcripts, those extracts from imperfect short-hand transcripts, especially since he does not recall writing some of the letters? He is ready and anxious to explain the strong expressions which he has used, and in a manner that will be convincing to the public as well as to his friends; but why should he volunteer to speak in his own defense until he must and the full evidence is in against him? I must take exception to THE TRIBUNE's editorial remark this morning, 'There stand Mr. Beecher's letters.' Where do they stand? Is exactly what the Committee wish to find out, and that is what they want to know from Mr. Moulton. Do such letters exist, and what are the remaining portions of them? This must be definitely answered before the Committee can attach any importance to such documents. Letters, messengers, and telegrams have been sent in all directions for Mr. Moulton and others who pretend to have some knowledge regarding the matter, but it takes time for all this, and the public has no right to find fault with the Committee for doing their work thoroughly, even though it be slowly. If Mr. Moulton refuses to testify and other important witnesses follow his lead, the Committee will hear Mr. Beecher, and then render a report in accordance with the facts of which they have been made cognizant."

WHAT MR. MOULTON HAS TO TELL.

THE COMMITTEE ANXIOUS TO HAVE HIM TESTIFY—MR. SHEARMAN CONFIDENT THAT HIS STATEMENT WILL NOT INJURE MR. BEECHER.

Counsel for the Investigating Committee and counsel for Mr. Beecher declare that they are extremely anxious, as are all the members of the Committee, to induce Francis D. Moulton to appear before them. They assert most positively that his presence is even more anxiously desired by them than by the newspapers or the general public. Up to last evening their letters to him, and the mission of their special messenger to Narragansett Pier, the inquiries and journeys of counsel and committee-men with that object in view, had not obtained a favorable reply from Mr. Moulton. His business partner, Mr. Woodruff, said yesterday that Mr. Moulton would probably be in town in the course of the day, and reports reached Mr. Beecher's friends last night that Mr. Moulton was in town, but no word came from him, and inquiries at his residence failed to find ground for the rumors. Mr. Beecher's friends are now bold in the assertion that there will be nothing in Mr. Moulton's testimony, if it is given, that will hurt Mr. Beecher; but that the injury, if any, will fall upon Mr. Moulton.

T. G. Shearman says that in his opinion Mr. Moulton "has everything to lose in this question, and he is consequently indisposed to talk." "I have talked with Mr. Moulton on this subject," added Mr. Shearman, "and he has nothing to say that will hurt Mr. Beecher. It is for the interest of Mr. Moulton that Mr. Beecher should not speak. Mr. Moulton has held very peculiar relations with Mr. Tilton—but I am not at liberty to say anything further. I know what Mr. Moulton's testimony is, and I wish he would speak." Mr. Shearman declined to enter into any explanation of his assertions that Mr. Moulton had everything to lose in this question, and concerning Mr. Moulton's "very peculiar relations with Mr. Tilton," but reaffirmed his conviction that nothing to which Mr. Moulton could testify would damage Mr. Beecher's reputation.

MR. TILTON RETICENT.

NO SUPPLEMENTAL STATEMENT TO BE MADE.

Mr. Tilton has evidently become weary of the hosts of reporters that have called at